



Christopher F. Nevins

Chairman

[Airlines]

July 27, 2018 – April 23, 2022

Lorri E. Badolato

Vice Chairman

[Corporate Aviation]

October 7, 2020- July 25, 2024

Thomas J. Malafronte

Secretary

[Airport Management]

November 22, 2017- July 25, 2021

Garrett Miller

[General Aviation]

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William J. Moran Jr.

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VACANT

Vice Chairman

[Aviation Association of New  
Hampshire]

Victoria F. Sheehan

[Commissioner, NHDOT]

Ex officio]



#### RSA 21-L:8

Aviation Users Advisory Board (AUAB)  
was established in 1986. Members to the  
AUAB are appointed by the Governor as  
an advisory board to the director of  
aeronautics, rail and transit.

December 17, 2021

To: Aviation Users Advisory Board (AUAB)

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, December 17, 2021 at 10:00 AM being held in the Commissioner's Conference Room at the John O. Morton Building. Microsoft Teams access is also available and the access information is below:**

## Microsoft Teams meeting

**Join on your computer or mobile app**

[Click here to join the meeting](#)

**Or call in (audio only)**

[+1 603-931-4944,,745336805#](#) United States, Concord

Phone Conference ID: 745 336 805#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

### Approval of Minutes- October 8, 2021

- Chairman's Comments
- Public Comment
- Set AUAB Meeting Schedule for 2022
- Election of AUAB Officers for 2022
- Introduction- Natasha Field (AUAB Clerk)

### New Business

**Jaffrey Airfield -Silver Ranch- UAS Presentation- Jason Leavitt, UAS Planner**

#### Legislation

**2022-2644 (HB-1292) Permitting the use of Drones on the statewide trail system**

**Alton Bay Ice Runway Status**

# AUAB

Aviation Users Advisory Board

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aeronautics, rail and transit.

## Old Business

- Airport Update- Handout
- TSA Passenger
- Airway Toll

Executive Session – if necessary.

## **AUAB Meeting on October 8, 2021**

10:08 The meeting was called to order by the Chairman Nevins.

In attendance from the Board: Chris Nevins, Lorri Badolato, Bill Moran, and remotely, Tom Malafronte and Garrett Miller.

In attendance from the Bureau of Aeronautics: Patrick Herlihy, Tricia Lambert, and Danielle Hutchinson, two new employees were introduced: Donna Ricker, Rick Dymont (two additional new employees were announced but were not in attendance Karla Lutz, Jason Leavitt)

Members of the public were in attendance: Andrew Pomeroy, Pease Airport ; Rep. Ken Weyler

Review of the minutes was undertaken; there were no comments from the members.

Motion to accept the Minutes was made by Lorri Badolato, seconded by Bill Moran, and affirmed by unanimous vote.

### **Comments from the Chairman and Board Members:**

Private aviation is doing well; FBOs are busy and hangar space is in demand. High net worth individuals are buying aircraft at the high end. Supply chain and pilot shortages continue to be a problem.

### **Comments by the public:**

Andrew – 2-3 calls a day looking for hangar space; PDA looking at corporate hangar development in PSM and at Skyhaven Airport; construction costs are skyrocketing making development challenging.

AUAB Meeting Schedule for 2021 is as follows:

The next schedule meeting is on December 17, 2021 10:00 AM

### **New Business**

Registration Fee Update: Danielle Hutchinson presenting. Carla Lutz has taken the report over. The report covers the fiscal year 7/1/20-6/30/2021.

The report has been submitted to the Governor's office and House Ways and Means Committee.

Number of aircraft registered has decreased each year since 2019; Berlin, Claremont, Keene, Franconia Hampton, Jaffrey, Portsmouth. A question was asked about whether the drop is due to non-registration vs. removing from the state? The reason for the loss is unclear, but the state lost 60 +/- aircraft over all.

Registration Lien process. DOT does not notify the airport of the lien, DOT's legal obligation is to notify the aircraft owner, and creditor, UCC office and the FAA. Is the Lien information public – yes, via RSA 91A request (similar to a Freedom of Information Act request)

31 registration matters currently in process, which could lead to appeals – the Board needs to revisit the rules for appeals.

State Airport System (SAS) – there has been a decrease in aircraft at private airports.



Reporting out of the registration system does not provide good depth, so no ability to report on aircraft movements between airports.

Moultonborough is presently reported in SAS database – it should be public by next year

Back-billing has greatly decreased under the new registration law (airport cooperation) (\$250,000 goes back to the airports, proportionally). Airport reporting is important for state statistics and for proper allocation of funds back to each airport.

#### Legislation:

LSR only, actual bill not available yet: UAS on trails – a lot of trails are owned by rail and other entities. The biggest issues in the state are from where the UAS's can be launched. DOT has a lot of restricted areas. Can it be launched from state property, i.e. state parks? Other state lands?

Use of UAS to survey airport/runways/approaches to more efficiently obtain data

Air carrier airports must have a response plan for unauthorized ops, coordinate with TSA, State Police, FAA, etc. Detection, enforcement (challenges).

Wildlife harassment issues.

Feds using CAP to attack bases with drones to practice defense of facilities.

Abandoned/salvaged airplane issue in PSM. RSA Chapter 422D Abandoned Aircraft

#### New AUAB Member Discussion:

Need to find the member – Rita Hunt is interested. Chris Nevins will take her nomination to the Governor

AANH (Pilots Association of New Hampshire) spot is still vacant.

Tom's and Bill's positions expired as of July 2021

#### Rick Dymant – Airport Update

Report provided. A lot of airport development cost is being fully covered due to COVID legislation (CRRSA and Block Grants – operational), (CARES – operations and maintenance).

ARP Act O& M grants of \$13M coming soon

AIM program – one project: Jaffrey

Airport approaches are being mapped.

Federal Infrastructure Bill coming - \$46.5 Mil. is slated for NH.

#### Airway Toll

No information available for this meeting.

TSA Passenger Throughput

Chart provided from Tricia

Andre Briere – New Deputy Commissioner of Transportation (former military) as of August, 2021.

**Old Business**

No old business was discussed.

The meeting was adjourned at 11:40 upon a motion by the Lorri Badolato, seconded by Bill Moran, and the motion was affirmed by a unanimous vote.



THE GENERAL COURT OF  
New Hampshire

## NEW HAMPSHIRE LEGISLATIVE SERVICE REQUESTS (LSR)

HB 1292 - AS INTRODUCED

2022 SESSION

22-2644

04/05

### HOUSE BILL **1292**

AN ACT permitting the use of drones or unmanned aerial vehicles on the statewide trail system.

SPONSORS: Rep. Ammon, Hills. 40; Rep. Pearl, Merr. 26; Rep. Bordes, Belk. 3; Rep. Berezhny, Graf. 9

COMMITTEE: Resources, Recreation and Development

### ANALYSIS

This bill permits and regulates the use of small unmanned aircraft on the statewide trail system.

Explanation: Matter added to current law appears in *bold italics*.  
Matter removed from current law appears ~~in brackets and struck through~~.  
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.  
22-2644  
04/05

### STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty Two*

AN ACT permitting the use of drones or unmanned aerial vehicles on the statewide trail system.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1 New Subdivision; Small Unmanned Aircraft on Statewide Trail System. Amend RSA 216-F by inserting after section 7 the following new subdivision:

#### Small Unmanned Aircraft on Statewide Trail System

216-F:8 Definitions. In this subdivision:

- I. "Commissioner" means the commissioner of the department of natural and cultural resources, or designee.
  - II. "Small unmanned aircraft" means an unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.
  - III. "Small unmanned aircraft system" (small UAS) means a small unmanned aircraft and its associated elements, including communication links and the components that control the small unmanned aircraft, that are required for the safe and efficient operation of the small unmanned aircraft in the national airspace system.
  - IV. "Unmanned aircraft" means an aircraft operated without the possibility of direct human intervention from within or on the aircraft.
- 216-F:9 Small UAS Launches by Pilots With License. A person who possesses a remote pilot certificate with a small UAS rating issued by the Federal Aviation Administration pursuant to 14 C.F.R. Part 107 shall be permitted to launch a small unmanned aircraft on the statewide trail system as provided in this subdivision.
- 216-F:10 Small UAS Launches by Persons Without License. A person who does not possess a remote pilot certificate with a small UAS rating issued by the Federal Aviation Administration pursuant to 14 C.F.R. Part 107, shall, prior to launch, notify the commissioner, either verbally or in writing, at least 30 minutes but no more than 24 hours before launch on the statewide trail system. Such person shall provide their approximate launch location to the commissioner. Any person who fails to provide the notification required under this section may be fined not more than \$50.

**216-F:11 Denial of Permission to Launch.**

I. The commissioner may deny permission to launch to a person who does not possess a remote pilot certificate with a small UAS rating issued by the Federal Aviation Administration pursuant to 14 C.F.R. Part 107 for the following reasons:

- (a) Inclement weather.
- (b) Crowds of 12 or more people within a 2,000 square-foot area.
- (c) Forest fires.
- (d) Medical emergency operations.

II. Any person who violates this section may be fined not more than \$300.

**216-F:12 Liability for Damage.**

I. A person who launches a small unmanned aircraft under this subdivision shall be fully liable for injury or property damage caused by their small unmanned aircraft.

II. A person shall be responsible for the retrieval of their small unmanned aircraft which has landed along the statewide trail system. A person who fails to retrieve a landed small unmanned aircraft may be fined not more than \$100.

III. Small unmanned aircraft launched from the statewide trail system shall be marked with either the owner's contact information or a Federal Aviation Administration registration number. A person who fails to properly label a small unmanned aircraft may be fined not more than \$50.

IV. No person shall use a small unmanned aircraft system with the intent to conduct video surveillance of private citizens on the statewide trail system without prior written consent of the persons being surveilled.

2 Effective Date. This act shall take effect January 1, 2023.

**HELPFUL LINKS**

Committees of  
Conference  
Ethics Committee  
Statutory/Study  
Committees  
Voting Records  
Driving Directions  
IT Help Desk

**DOCUMENTS & MEDIA**

House Streaming  
Senate Streaming  
ADA Compliance  
Notice  
Sexual Harassment  
Policy  
Accessibility Policy  
Privacy Policy

**OTHER RESOURCES**

Registered Lobbyists  
nh.gov  
Judicial Branch  
Governor  
Executive Council  
Secretary of State

**The General Court of New Hampshire | 107 North Main Street | Concord, NH 03301**

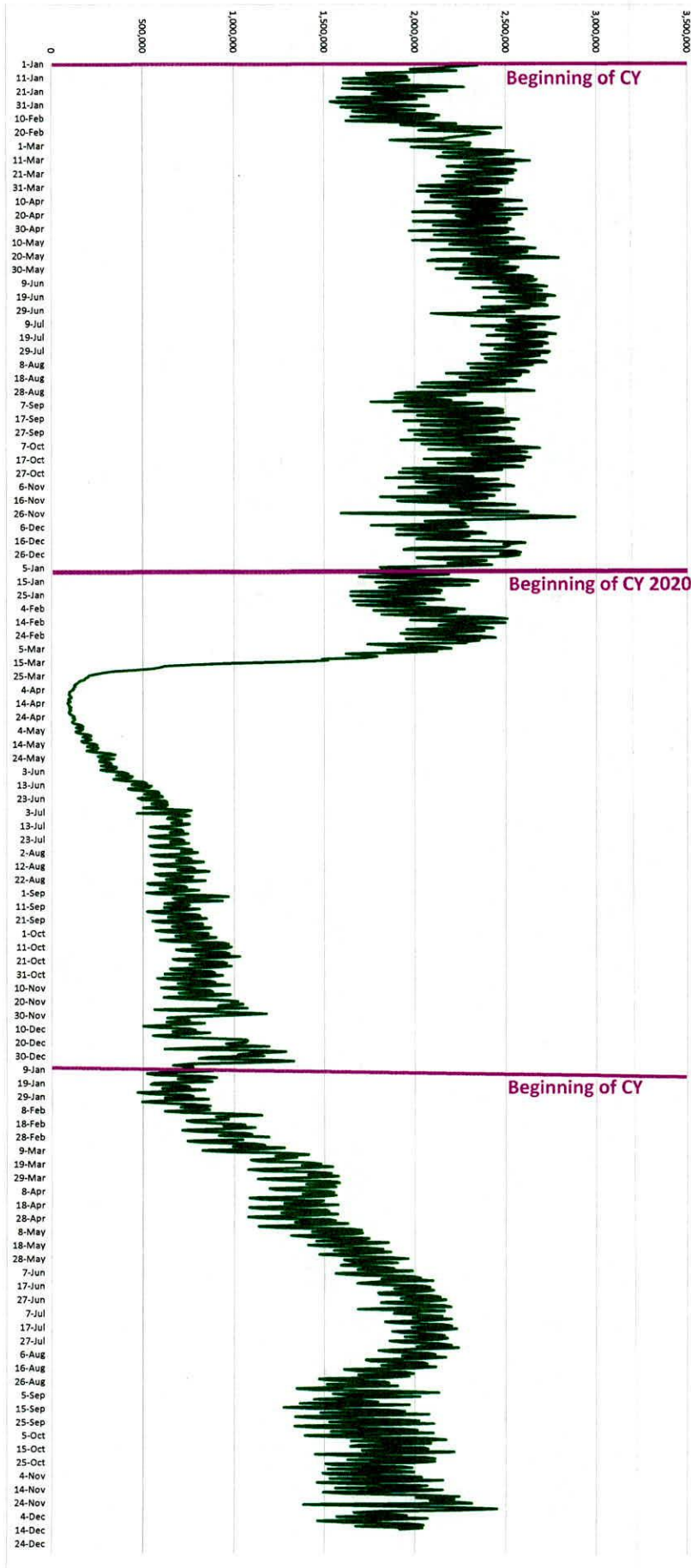
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The General Court of New Hampshire  
107 North Main Street  
Concord, NH 03301

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# TSA Passenger Throughput January 2019 - December 2021





DEPARTMENT OF SAFETY  
ROAD TOLL BUREAU  
AERONAUTICS REPORT - FY 2016 - FY 2017

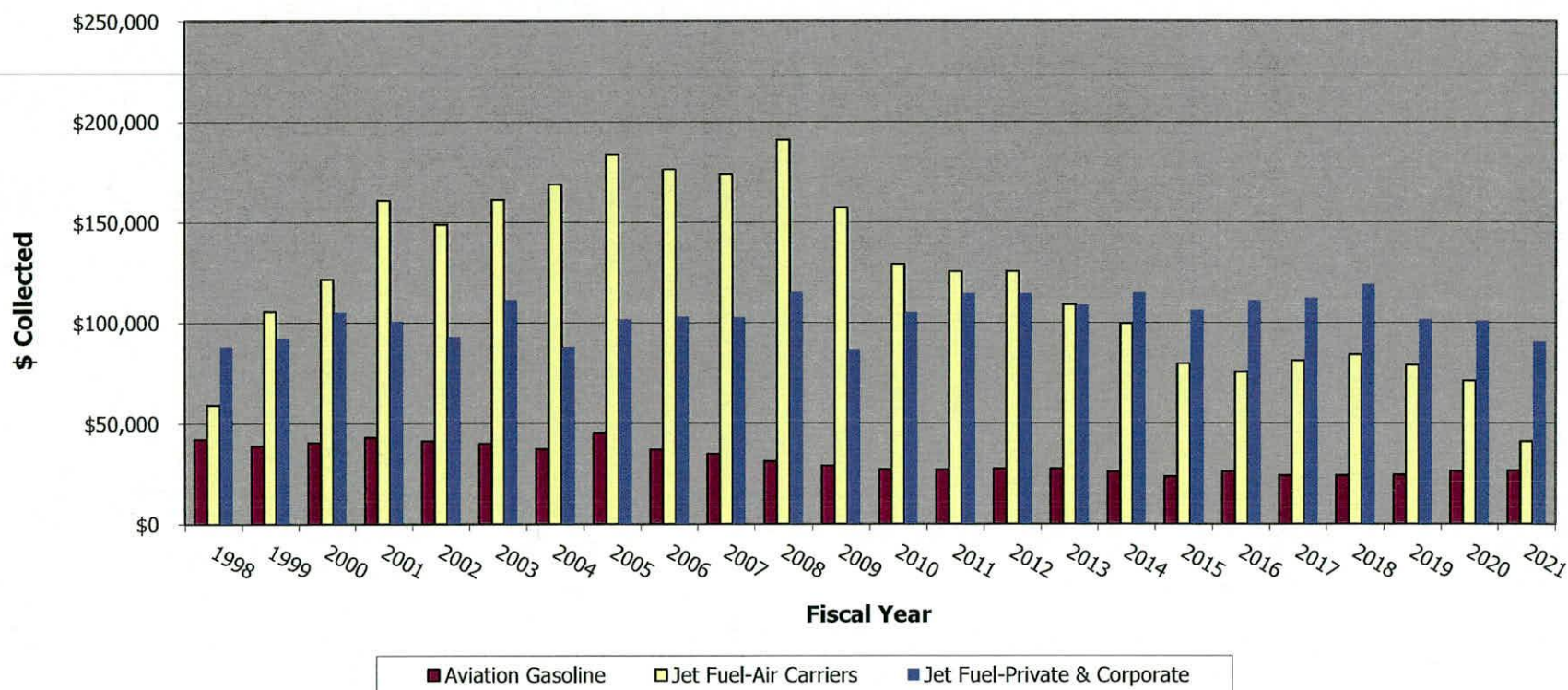
FY2021									
Report Period	Receipt Period	Aviation Gas	Jet Fuel		Totals	Aviation Gas	Jet Fuel		Gallons
			Air Carriers	Private/Commercial			Air Carriers	Private/Commercial	
Jul-20	Aug-20	\$ 2,140.04	\$ 2,815.65	\$ 10,066.16	\$ 15,021.85	53,501	563,130	503,308	1,119,939
Aug-20	Sep-20	\$ 3,999.84	\$ 2,226.81	\$ 10,070.60	\$ 16,297.25	99,996	445,362	503,530	1,048,888
Sep-20	Oct-20	\$ 2,020.20	\$ 3,079.54	\$ 9,891.56	\$ 14,991.30	50,505	615,908	494,578	1,160,991
Oct-20	Nov-20	\$ 3,103.88	\$ 2,741.33	\$ 10,202.40	\$ 16,047.61	77,597	548,266	510,120	1,135,983
Nov-20	Dec-20	\$ 2,600.16	\$ 3,206.46	\$ 7,032.06	\$ 12,838.68	65,004	641,292	351,603	1,057,899
Dec-20	Jan-21	\$ 2,236.12	\$ 4,264.34	\$ 6,617.50	\$ 13,117.96	55,903	852,868	330,875	1,239,646
Jan-21	Feb-21	\$ 1,544.92	\$ 4,287.79	\$ 4,726.28	\$ 10,558.99	38,623	857,558	236,314	1,132,495
Feb-21	Mar-21	\$ 1,840.16	\$ 4,373.61	\$ 5,750.12	\$ 11,963.89	46,004	874,722	287,506	1,208,232
Mar-21	Apr-21	\$ 1,999.84	\$ 5,039.68	\$ 7,890.60	\$ 14,930.12	49,996	1,007,936	394,530	1,452,462
Apr-21	May-21	\$ 2,340.12	\$ 4,722.45	\$ 7,773.68	\$ 14,836.25	58,503	944,490	388,684	1,391,677
May-21	Jun-21	\$ 2,746.80	\$ 4,403.08	\$ 10,320.44	\$ 17,470.32	68,670	880,616	516,022	1,465,308
Jun-21	Jul-21	\$ 3,443.24	\$ 5,247.68	\$ 10,446.56	\$ 19,137.48	86,081	1,049,536	522,328	1,657,945
		\$ 30,015.32	\$ 46,408.42	\$ 100,787.96	\$ 177,211.70	750,383	9,281,684	5,039,398	15,071,465
FY2022									
Report Period	Receipt Period	Aviation Gas	Jet Fuel		Totals	Aviation Gas	Jet Fuel		Gallons
			Air Carriers	Private/Commercial			Air Carriers	Private/Commercial	
Jul-21	Aug-21	\$ 2,668.44	\$ 6,386.35	\$ 12,872.36	\$ 21,927.15	66,711	1,277,270	643,618	1,987,599
Aug-21	Sep-21	\$ 3,450.52	\$ 6,007.89	\$ 14,272.38	\$ 23,730.79	86,263	1,201,578	713,619	2,001,460
Sep-21	Oct-21	\$ 3,304.00	\$ 5,904.19	\$ 13,042.10	\$ 22,250.29	82,600	1,180,838	652,105	1,915,543
Oct-21	Nov-21	\$ 3,038.44	\$ 6,208.42	\$ 12,856.78	\$ 22,103.64	75,961	1,241,684	642,839	1,960,484
Nov-21	Dec-21				\$ -	-	-	-	-
Dec-21	Jan-22				\$ -	-	-	-	-
Jan-22	Feb-22				\$ -	-	-	-	-
Feb-22	Mar-22				\$ -	-	-	-	-
Mar-22	Apr-22				\$ -	-	-	-	-
Apr-22	May-22				\$ -	-	-	-	-
May-22	Jun-22				\$ -	-	-	-	-
Jun-22	Jul-22				\$ -	-	-	-	-
		\$ 12,461.40	\$ 24,506.85	\$ 53,043.62	\$ 90,011.87	311,535	4,901,370	2,652,181	7,865,086
DIFFERENCE FY 2022 to FY 2021									
Report Period	Receipt Period	Aviation Gas	Jet Fuel		Totals	Aviation Gas	Jet Fuel		Gallons
			Air Carriers	Private/Commercial			Air Carriers	Private/Commercial	
July	August	\$ 528.40	\$ 3,570.70	\$ 2,806.20	\$ 6,905.30	13,210	714,140	140,310	867,660
August	September	\$ (549.32)	\$ 3,781.08	\$ 4,201.78	\$ 7,433.54	(13,733)	756,216	210,089	952,572
September	October	\$ 1,283.80	\$ 2,824.65	\$ 3,150.54	\$ 7,258.99	32,095	564,930	157,527	754,552
October	November	\$ (65.44)	\$ 3,467.09	\$ 2,654.38	\$ 6,056.03	(1,636)	693,418	132,719	824,501
November	December				\$ -	-	-	-	-
December	January				\$ -	-	-	-	-
January	February				\$ -	-	-	-	-
February	March				\$ -	-	-	-	-



DEPARTMENT OF SAFETY  
ROAD TOLL BUREAU  
AERONAUTICS REPORT - FY 2016 - FY 2017

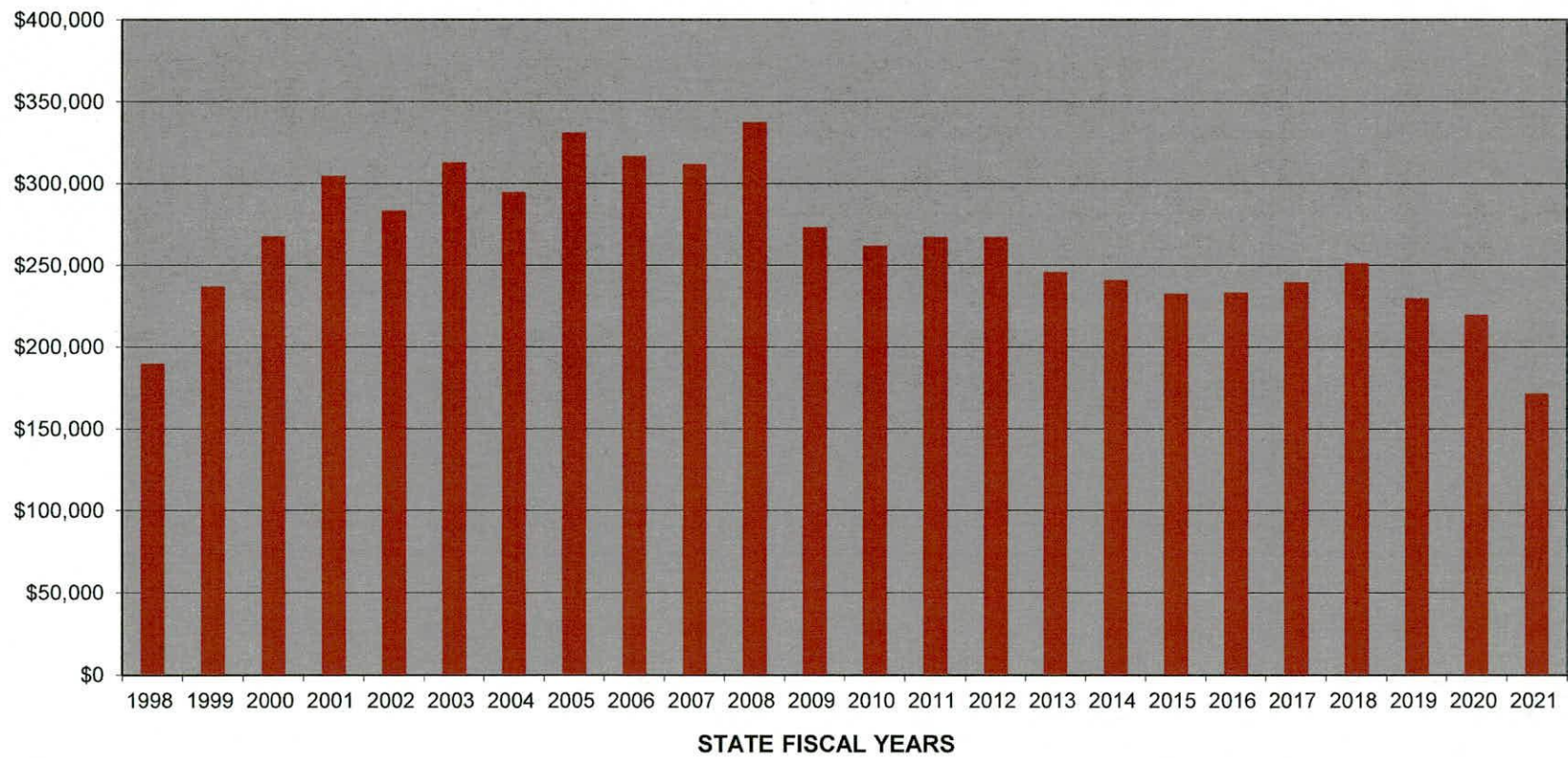
FY2020										
Report Period	Receipt Period	Aviation Gas	Jet Fuel		Totals		Aviation Gas	Jet Fuel		Gallons
			Air Carriers	Private/Commercial				Air Carriers	Private/Commercial	
Jul-19	Aug-19	\$ 3,346.40	\$ 8,310.23	\$ 13,301.54	\$ 24,958.17		83,660	1,662,046	665,077	2,410,783
Aug-19	Sep-19	\$ 3,691.96	\$ 8,288.96	\$ 12,146.48	\$ 24,127.40		92,299	1,657,792	607,324	2,357,415
Sep-19	Oct-19	\$ 3,667.24	\$ 6,862.72	\$ 10,108.84	\$ 20,638.80		91,681	1,372,544	505,442	1,969,667
Oct-19	Nov-19	\$ 3,302.84	\$ 9,721.83	\$ 12,055.68	\$ 25,080.35		82,571	1,944,366	602,784	2,629,721
Nov-19	Dec-19	\$ 1,466.84	\$ 7,552.78	\$ 8,072.80	\$ 17,092.42		36,671	1,510,556	403,640	1,950,867
Dec-19	Jan-20	\$ 1,860.52	\$ 7,949.83	\$ 9,088.52	\$ 18,898.87		46,513	1,589,966	454,426	2,090,905
Jan-20	Feb-20	\$ 1,920.32	\$ 6,816.84	\$ 9,641.58	\$ 18,378.74		48,008	1,363,368	482,079	1,893,455
Feb-20	Mar-20	\$ 892.12	\$ 5,039.12	\$ 8,785.54	\$ 14,716.78		22,303	1,007,824	439,277	1,469,404
Mar-20	Apr-20	\$ 1,832.76	\$ 5,559.60	\$ 7,219.22	\$ 14,611.58		45,819	1,111,920	360,961	1,518,700
Apr-20	May-20	\$ 1,802.36	\$ 2,445.74	\$ 4,826.86	\$ 9,074.96		45,059	489,148	241,343	775,550
May-20	Jun-20	\$ 2,525.72	\$ 2,636.47	\$ 5,455.00	\$ 10,617.19		63,143	527,294	272,750	863,187
Jun-20	Jul-20	\$ 2,652.44	\$ 3,298.17	\$ 7,236.74	\$ 13,187.35		66,311	659,634	361,837	1,087,782
		\$ 28,961.52	\$ 74,482.29	\$ 107,938.80	\$ 211,382.61		724,038	14,896,458	5,396,940	21,017,436
FY2021										
Report Period	Receipt Period	Aviation Gas	Jet Fuel		Totals		Aviation Gas	Jet Fuel		Gallons
			Air Carriers	Private/Commercial				Air Carriers	Private/Commercial	
Jul-20	Aug-20	\$ 2,140.04	\$ 2,815.65	\$ 10,066.16	\$ 15,021.85		53,501	563,130	503,308	1,119,939
Aug-20	Sep-20	\$ 3,999.84	\$ 2,226.81	\$ 10,070.60	\$ 16,297.25		99,996	445,362	503,530	1,048,888
Sep-20	Oct-20	\$ 2,020.20	\$ 3,079.54	\$ 9,891.56	\$ 14,991.30		50,505	615,908	494,578	1,160,991
Oct-20	Nov-20	\$ 3,103.88	\$ 2,741.33	\$ 10,202.40	\$ 16,047.61		77,597	548,266	510,120	1,135,983
Nov-20	Dec-20	\$ 2,600.16	\$ 3,206.46	\$ 7,032.06	\$ 12,838.68		65,004	641,292	351,603	1,057,899
Dec-20	Jan-21	\$ 2,236.12	\$ 4,264.34	\$ 6,617.50	\$ 13,117.96		55,903	852,868	330,875	1,239,646
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		\$ 30,015.32	\$ 46,408.42	\$ 100,787.96	\$ 177,211.70		750,383	9,281,684	5,039,398	15,071,465
DIFFERENCE FY 2021 to FY 2020										
Report Period	Receipt Period	Aviation Gas	Jet Fuel		Totals		Aviation Gas	Jet Fuel		Gallons
			Air Carriers	Private/Commercial				Air Carriers	Private/Commercial	
July	August	\$ (1,206.36)	\$ (5,494.58)	\$ (3,235.38)	\$ (9,936.32)		(30,159)	(1,098,916)	(161,769)	(1,290,844)
August	September	\$ 307.88	\$ (6,062.15)	\$ (2,075.88)	\$ (7,830.15)		7,697	(1,212,430)	(103,794)	(1,308,527)
September	October	\$ (1,647.04)	\$ (3,783.18)	\$ (217.28)	\$ (5,647.50)		(41,176)	(756,636)	(10,864)	(808,676)
October	November	\$ (198.96)	\$ (6,980.50)	\$ (1,853.28)	\$ (9,032.74)		(4,974)	(1,396,100)	(92,664)	(1,493,738)
November	December	\$ 1,133.32	\$ (4,346.32)	\$ (1,040.74)	\$ (4,253.74)		28,333	(869,264)	(52,037)	(892,968)
December	January	\$ 375.60	\$ (3,685.49)	\$ (2,471.02)	\$ (5,780.91)		9,390	(737,098)	(123,551)	(851,259)
January	February	\$ (375.40)	\$ (2,529.05)	\$ (4,915.30)	\$ (7,819.75)		(9,385)	(505,810)	(245,765)	(760,960)
February	March	\$ 948.04	\$ (665.51)	\$ (3,035.42)	\$ (2,752.89)		23,701	(133,102)	(151,771)	(261,172)
March	April	\$ 167.08	\$ (519.92)	\$ 671.38	\$ 318.54		4,177	(103,984)	33,569	(66,238)
April	May	\$ 537.76	\$ 2,276.71	\$ 2,946.82	\$ 5,761.29		13,444	455,342	147,341	616,127
May	June	\$ 221.08	\$ 1,766.61	\$ 4,865.44	\$ 6,853.13		5,527	353,322	243,272	602,121
June	July	\$ 790.80	\$ 1,949.51	\$ 3,209.82	\$ 5,950.13		19,770	389,902	160,491	570,163
		\$ 1,053.80	\$ (28,073.87)	\$ (7,150.84)	\$ (34,170.91)		26,345	(5,614,774)	(357,542)	(5,945,971)

### Aeronautics Fuel Dollars Collected



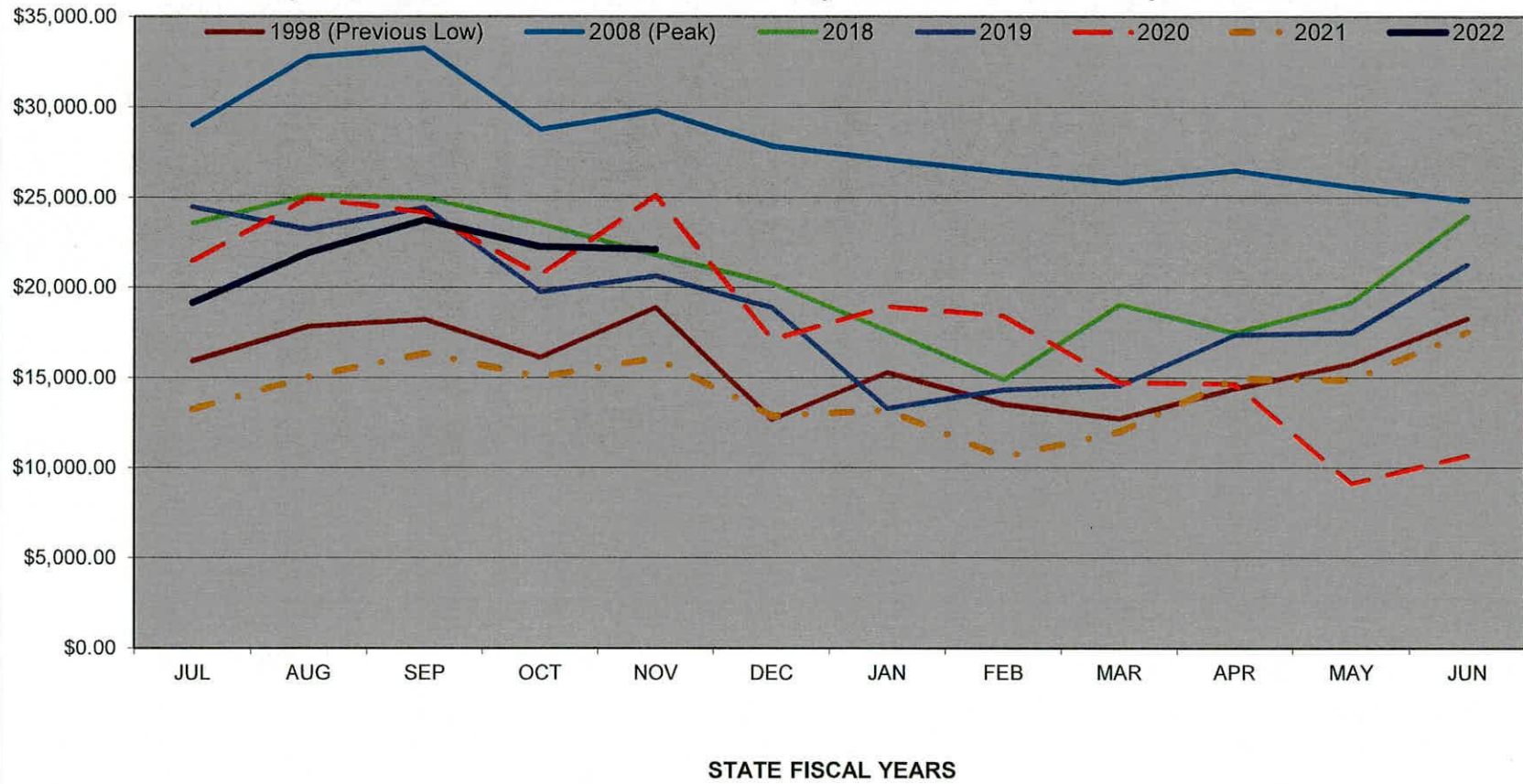


### Total Aeronautics Fuel Dollars Collected



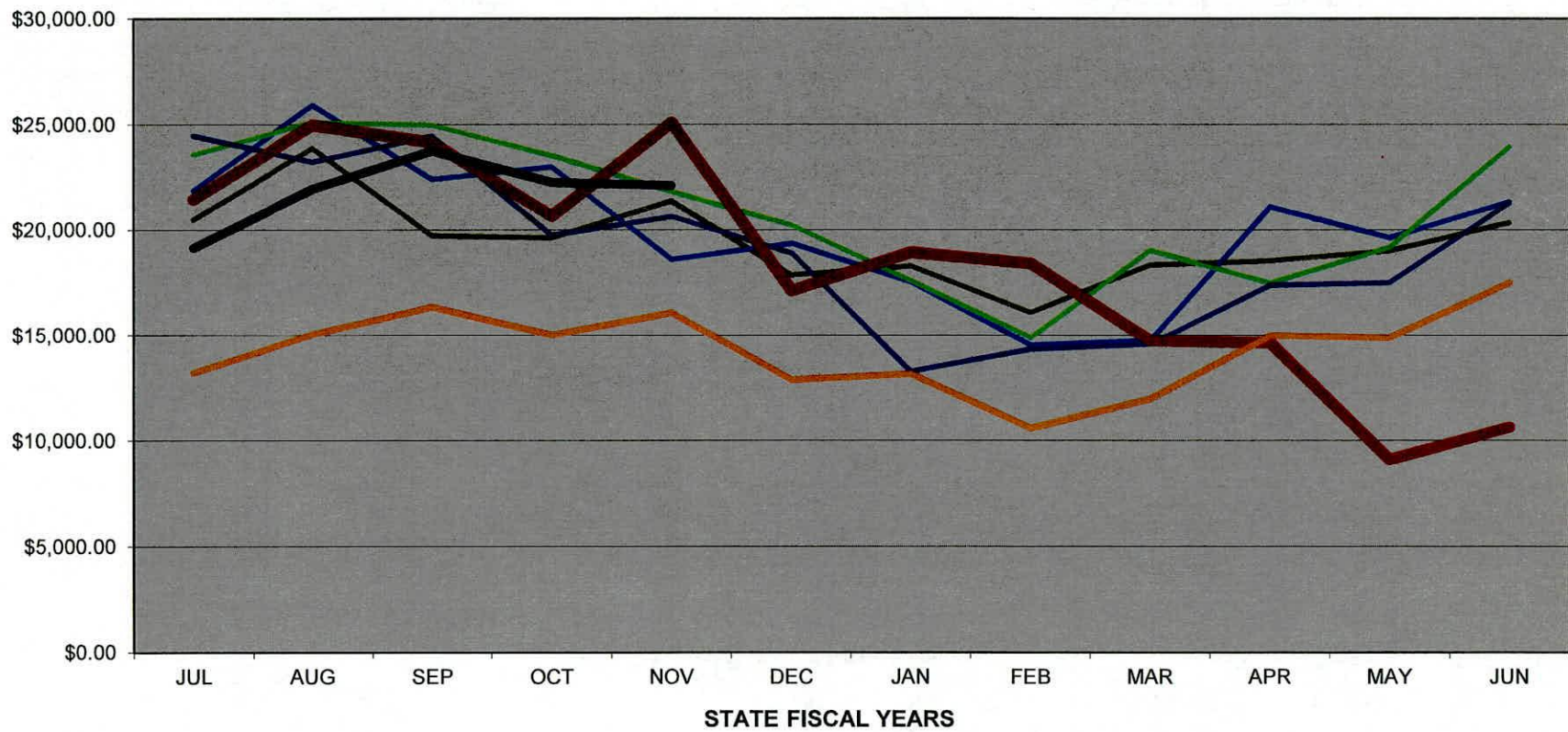


**Monthly Aeronautics Fuel Dollars Collected By State Fiscal Year Compared to Peaks**



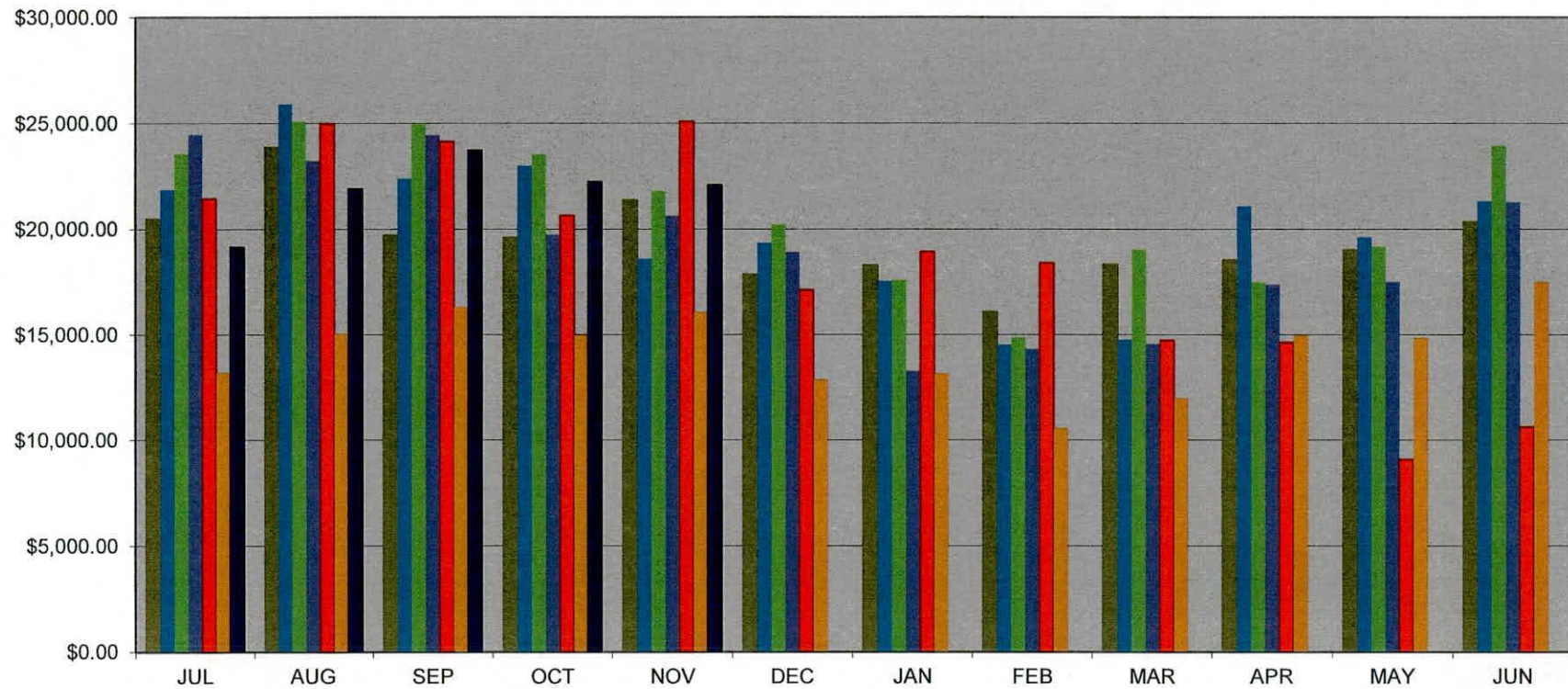
**Monthly Aeronautics Fuel Dollars Collected By State Fiscal Year for Last 7 Years**

—2016 —2017 —2018 —2019 —2020 —2021 —2022



### Monthly Aeronautics Fuel Dollars Collected By State Fiscal Year

■ 2016 ■ 2017 ■ 2018 ■ 2019 ■ 2020 ■ 2021 ■ 2022





# New Hampshire Department of Transportation Aeronautics' Program Update

December 17, 2021 Quarterly Report  
Concord, New Hampshire

## FUNDING PROGRAMS

### AIRPORT IMPROVEMENT PROGRAM FUNDING (AIP and SBGP)

FAA authorization runs out on Sep. 30, 2023. H.R. 6119 includes a short-term continuing resolution that provides fiscal year 2022 appropriations to Federal agencies through February 18, 2022, for continuing projects and activities of the Federal Government. Granting authority has not yet been added.

### CORONAVIRUS RELIEF LAWS IMPACTING AIRPORTS

To date, FAA has reimbursed NH airports approximately 99% or \$15,169,445.48 of CARES Act operations and maintenance grants (Groups 2-4). CRRSA Act operations and maintenance grants have been issued to NH airports. FAA is in the process of issuing ARP Act O & M grants now. For NH airports, ARP Act allocations are anticipated to be \$12,993,200. ARP Act grants are to cover costs of operations, personnel, and cleaning, including a set-aside for rent relief and other costs of airport concessionaires primarily directed toward small businesses and minority-owned firms.

### BIPARTISAN INFRASTRUCTURE LAW (BIL)

Under the BIL, now law; NH airports would receive approximately \$46,000,000 over five years to address airport airside and landside needs such as improving runways, taxiways, and airport-owned control towers, terminal development and noise reduction projects. Nationwide, there will be \$5B in discretionary grant funding for terminal development and other landside projects, \$5B for air traffic facilities, and \$15B for airport infrastructure.

<https://www.transportation.gov/briefing-room/bipartisan-infrastructure-law-will-deliver-new-hampshire>

### NEW HAMPSHIRE AIRPORT IMPROVEMENT AND MAINTENANCE PROGRAM (NH AIM Program)

Up to \$225K/year has been appropriated for this program as the NHDOT's 80% project share; actual amount will depend on aviation fuel taxes collected (aka Airway Toll). We are anticipating that the SFY 2022 program will have approximately 76% of a normal year's funding. NHDOT received 14 applications for eight airports with project costs totaling \$916,675.

### AIRCRAFT OPERATING FEE (AOF) RETURNS

RSA 422:36II requires the state to return \$250,000 of the AOF to public-use airports for aeronautical purposes at those airports. Airport sponsors must report tail numbers of all their based aircraft to NHDOT/Bureau of Aeronautics on a quarterly basis to maximize these AOF Returns. SFY 2022 funds are anticipated to be disbursed in the Spring. There continues to be no funding available in SFY 2022/2023 for the 100% grants to airport sponsors program.

### AIRPORT PROPERTY TAX REIMBURSEMENT PROGRAM

Property taxes paid on the public-use portion of privately owned, publicly used airports qualified for an exemption under RSA 72:38 (eight airports are eligible). This program historically covered less than 100% of the eligible costs but continues to be unfunded in SFY 2022/2023.

## PENDING NH LEGISLATION

- HB 1292: An act permitting the use of drones or unmanned aerial vehicles on the statewide trail system.  
[http://www.gencourt.state.nh.us/lsr\\_search/billText.aspx?id=1737&type=4](http://www.gencourt.state.nh.us/lsr_search/billText.aspx?id=1737&type=4)

## REMINDERS

- Quarterly based aircraft lists are due to NHDOT by Jan. 31, 2022 to [danielle.r.hutchinson@dot.nh.gov](mailto:danielle.r.hutchinson@dot.nh.gov)
- For AIP construction projects, (4<sup>th</sup> qtr.) submit Form 5370-1 (Construction Inspection Progress Report) by January 31, 2022.
- For all open AIP non-construction projects, submit Form 5100-140 (Performance Report) by December 30, 2021.
- FY 22 grant applications are due to FAA by April 11, 2022. Block Grant applications are due to NHDOT – BOA by March 18, 2022.
- New Order 5190.6B Chg. 1
- Draft AC 150/5200-28F
- Draft AC 150/5190-4B

## AVIATION NEWS

### SFY 2022-23 NHDOT Capital Budgets

- Approved June 30, 2021 (To start in March 2022)

### SFY 2022-23 NHDOT Operational Budget

- Approved June 30, 2021

- Jason Leavitt will be the Manager of the Alton Bay Ice Runway (when we get 12 inches of ice). Cell: (603) 545-7398 Ice Conditions: (603) 271-7398 e-mail: [AltonIceRwy@gmail.com](mailto:AltonIceRwy@gmail.com)
- NHDOT/Bureau of Aeronautics' staff is working from the office M-F from 8:00AM-4:00PM.
- We can continue to accept most documents electronically. When in doubt, please call.
- FAA – New England filled the Community Planner for NH position with John Carli. John Kirkendall continues to be the region's engineering representative for NH.

**Aeronautical Special Fund Current Balance =  
\$1,057.02**

For more information:

603-271-2552 [aeronautics@dot.nh.gov](mailto:aeronautics@dot.nh.gov)

<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/index.htm>



Several of New Hampshire's public-use airports continue to make needed improvements with local funds only. No federal- or state-funded projects have been issued at this time for:

**Alton Bay Seaplane Base**  
**Colebrook Airport**  
**Errol Airport**  
**Gorham Airport**  
**Newfound Valley Airport**  
**Hawthorne-Feather Airport**  
**Twin Mountain Airport**  
**Parlin Field**  
**Plymouth Municipal Airport**  
**Hampton Airfield**

The 2019 and 2020 NH AIM Program for state grant funds:

- **Franconia Airport** – Airfield Turf Improvements & Obstruction Removal
- **Jaffrey Airfield** – Runway Reconstruction and Safety Improvements.

**Portsmouth International Airport at Pease:** Expand Terminal Passenger Areas And Expand Terminal Building, Reconstruct Runway 16-34, Rehabilitate Apron And Taxiways, Acquire SRE and Rehabilitate Lowry Lane.

**Lebanon Municipal Airport:** Update Airport Layout Plan, Rehabilitate Non-Revenue Access Road and Parking Lot, Construct SRE Building, Improve Sand Storage Bay, Study and Environmental Assessment To Improve Runway 18-36 RSA, Including Relocating Localizer and Easement Acquisition, and Obstruction Removal. CRRSA Act O & M and Concessions Assistance.

**Dillant-Hopkins Airport:** NAVAIDs Relocation Study, Extend Taxiway A, and Rehabilitate Taxiways A, A3, & T.

**Laconia Municipal Airport:** Airfield Maintenance & Marking, CARES Act Group 4, and CRRSA Operations & Maintenance assistance.

**Mt. Washington Regional Airport:** Improve Airport Obstruction Lights and Electrical Vault, Rehabilitate and Remark Airfield Pavement, CARES Group 4 Assistance.

**Dean Memorial Airport:** Conduct Runway Safety Area Improvement Feasibility Study And Update Airport Layout Plan. CARES Group 4 Assistance.

**Skyhaven Airport:** Rehabilitate and Mark Terminal Area Tiedown Apron; Relocate Existing Fuel Farm.

**Concord Municipal Airport:** Rehabilitate and Light Taxiway A and Construct Runway 35 Holding Bay, Runway Pavement Maintenance and Marking, Conduct Terminal Area Study, Acquire SRE, CRRSA Act O & M Assistance.

**Nashua Airport:** Rehabilitate/Relocate Public-Use Taxiways, pending FAA funding, CRRSA Act O & M Assistance.

**Berlin Regional Airport:** Conduct Apron and Stub Taxiway Pavement Maintenance, Pavement Overlay and Marking.

**Claremont Municipal Airport:** Runway Rehabilitation Survey, Easement Acquisition and Obstruction Removal. CRRSA Act O & M Assistance.

**Manchester-Boston Regional Airport:** Update Airport Master Plan, Acquire Easements and Remove Obstructions, Reconfigure and Rehabilitate Taxiways, P and U and Remove Taxiway A1, Runway 35 Approach Clearing, Rehabilitate Portions of Taxiways A, E & F, Reconfigure Taxiway H, Replace Terminal Building & Parking Garage Fire Alarms, Replace Public-Use Terminal Building Escalators, CARES Group 2- 3 Assistance, Reconfigure Taxiway H, Rehabilitate Runway 17-35, CRRSA Act O & M and Concessions Assistance.

